

INSTALLATION INSTRUCTIONS

An engine swap is a precision project. Read and understand all aspects of these instructions before beginning the conversion.

Note: You must purchase 2 Chevrolet motor mounts #22188497 and 2 motor mount shells #10213125 from your local Chevrolet dealer. If you select to use a standard stick shift or 350 Turbo automatic transmission, you can use the stock S-10 crossmember with some slight modification. If you use a 400 Turbo automatic transmission, you must purchase Trans-Dapt crossmember mount #9714 for S-10 pickup applications or #9715 for S-10 Blazer applications, which are sold separately.

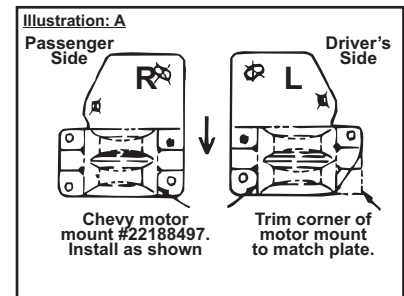
We highly recommend the use of Hedman Hedder #69490 to complete this swap. When using this hedder, slight modification of the automatic transmission case is required for clearance.

Think safety! Do not use bumperjacks when doing this conversion! Frame jacks are mandatory. You should also have a floor jack and a cherry picker or overhead hoist.

1. Disconnect the battery and all electrical connections, hoses, cables, linkage, etc., carefully tagging and identifying their function. Remove engine, transmission, front motor mounts and trans. crossmember.

2. Install the 7/16-14 X 1" bolts provided through the holes marked "X" and attach motor mounts over the stock motor mount locations.

3. Bolt the #22188497 Chevrolet mounts to the plates in the kit. Use this kits 3/8-16 X 3/4" bolts in the tapped holes and add washers as necessary to pre-vent bolts from bottoming out. Trim corner of left motor mount to match the steel plate for steering shaft clearance (Illustration A). You must also enlarge and slightly recontour the transmission tunnel. The area can be reformed with a largeball-peen hammer. You need to raise the opening about 2" along the top edge where the tunnel meets the firewall and back about 5" (Illustration B).



4. Bolt the motor mount shells #10213125 to the engine and position. Next, lower the engine and transmission into place.

5. Place transmission crossmember into place. Then level and align the engine and transmission adjusting the motor mount plates as necessary.

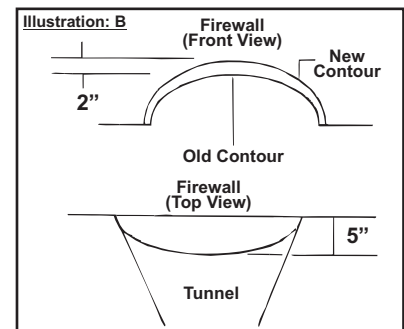
Note: For high performance applications, welding plates to frame is recommended. If using bolt on method, skip to **step 9**.

6. When everything is true, tack weld the plates in place.

7. Remove the engine and transmission, and weld plates securely to the frame crossmember.

8. You may now reinstall the engine and transmission, connect all hoses, electrical, cables, and thoroughly check all fasteners for tightness.

9. Your driveshaft must be shortened. Have this done by a qualified professional. Poor driveshaft alignment or balance will cause extensive damage to tailshaft bearings, U-Joints, etc.



NOTE: It is highly recommended that a 4 row core radiator be used to provide sufficient cooling for the V8 engine. Thank you for choosing Trans-Dapt Performance for your high performance engine conversion kit.